

HONOLULU IS LEADER AS CENTER FOR HEALTHFUL and DIVERSIFIED AMATEUR SPORT

HAWAII'S YACHT "HAWAII" STRIVING FOR MASTERY OF THE PACIFIC

Splendid Boat Now In Trans-Pacific Contest

HAWAII ORIGINATED RACE
AND WILL FIGHT TO WIN

(By CHARLES C. ALBRIGHT)

Trans-Pacific yacht racing is in its infancy. There are fewer devotees to the sport in the West because it is a new country, and of all sports, yachting ranks with the highest when it comes to a question of finances.

A few years ago the first serious talk of a trans-Pacific yacht race was started in Honolulu by a number of men who were interested in the sport and thought the best way to boost it would be to have an ocean race. And so, after much correspondence and discussion pro and con, it was finally decided to call for entries in the First Trans-Pacific Race. Honolulu was represented, to be sure, for it was from this place that the idea originated. Clarence Macfarlane, in his little floating palace, "La Paloma," signified his willingness to defend the colors of the Hawaii Yacht Club, and his offer was accepted. This tiny craft, smaller by half than the largest of the other contesting boats, sailed away from Honolulu one day for the Coast, and though she returned a beaten boat, it was conclusively shown that the spirit of "Never-say-die" dominated her skipper and the crew from the moment she left the local harbor until she pointed her dusky nose across the imaginary line out from Diamond Head on the return voyage.

It was no small undertaking—the fitting out of this mere egg-shell in order that she might safely cross the turbulent Pacific—and it required no little courage to contemplate and carry out the trip, but money was raised by local enthusiasts, and the courage was furnished by Clarence Macfarlane. "La Paloma" is a mere midge when compared to the general idea of an ocean-going yacht, and at the time of the race, very little hope was entertained of her ever coming back a winner of the beautiful trophy. However, so beautiful a fight was put up, and such splendid spirit was brought out, that it immediately became a question of importance as to how a racer, A WINNER, could be secured to represent Uncle Sam's island territory in the next race across the ocean.

This was the inception of the yacht "Hawaii." Yachtsmen got together; they talked up the matter of building a local yacht, by local people, and for local people, which could successfully compete with the crack crafts of the millionaires and millionaire's yacht clubs on the Pacific Coast, and then, in the dreams of the more interested, the form of the yacht "Hawaii" began to take shape. Matters began to take a definite shape, when, after a committee had been appointed by the Hawaii Yacht Club, consisting of H. E. Cooper, Chas. Wilder, and W. H. McInerney, had communicated with and received plans from E. E. Crownshield, the famous designer in the East, for a boat that would not only be built on racing lines but that would be substantial and would serve as an ideal island cruiser for a long period of years.

Donations began to come in, many of them unsolicited, from rich and poor, all sportsmen who had the desire to see a boat from the sunny shores of Hawaii set forth and bring back the laurels of victory in

a competition that would pit her against the best of the best in the West. The boat-building firm of Sorenson & Lyle really made the building of the "Hawaii" possible when they offered to do the work without profit charges.

This was the start of the yacht "Hawaii." And then came a fight that many times almost discouraged the promoters of the scheme, but it was a "long pull, and a strong pull, and a pull all together," coupled with the untiring labor of Secretary McInerney, "Trans-Pacific Bill," as he came to be known, and his committee that finally brought the launching of the boat to a successful culmination. A prettier boat, inside and outside, could not be asked for.

One of her most beautiful features lies in her inside decorations, which are entirely made of Hawaiian koa wood. For that matter, there is hardly anything about the boat that is not distinctly Hawaiian. Her fittings were all donated by local people, and a commendable pride was taken in the fact that everything, so far as possible and practicable would in some way be suggestive of Hawaii.

On June 2nd, 1908, the trim little ship was started on her trip to San Pedro, from which place the yacht race was started. Captain Harris is in command, and with him are sailors who have been noted as the most daring among those who have sailed on island schooners for years. There will be three boats in the race, the Lurline which won the first Trans-Pacific, Lady Maud, and the Hawaii.

The race started July 4th, and the boats are due to arrive here in about sixteen days from that date. If the Hawaii does not land here a winner, it will be because of some unforeseen accident, for Captain Harris expressed

ed the right sentiment in the last words he shouted to those on the tug-boat which escorted the Hawaii out when she sailed for the Coast. He said:

"I'll come back a winner, or I'll sail the sticks out of her."
And he will.

SPORT FOR SPORT'S SAKE

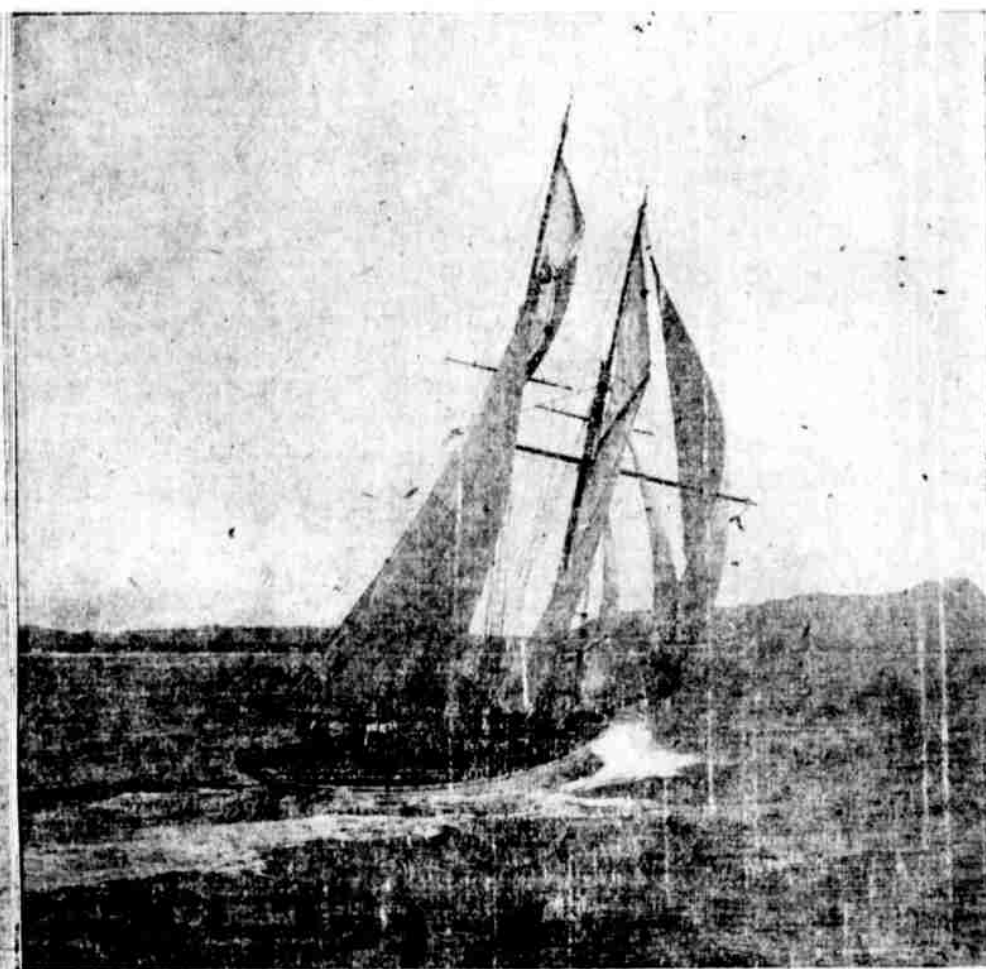
(By CHAS. C. ALBRIGHT.)

"Sports for sport's sake."

This is truly an Hawaiian motto, when applied to the vast number of athletic exercises indulged in by every class and nationality of people here. As far back as the history of the Islands reaches, as far back as any one can remember, and as far back as the old folk-tales and traditions of a distinct, though small, nation extends, the Hawaiians have always had their own individual games and sports; and the keen competing spirit with which they entered into them seemed more to be actuated from a love of strife and battle than the reward for the winning.

Again, the old Hawaiian sports were not altogether competitions. They were more in the nature of exercises for the better development of their physical bodies. Take that most exhilarating amongst their characteristic sports—surf-riding. The keen, wild dash shoreward on the crest of a breaking wave; the swish of the air and the tang of the

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SHE WAS BUILT BY THE PEOPLE OF THE TERRITORY OF HAWAII, WHO SUBSCRIBED OVER TWENTY THOUSAND DOLLARS TO ENABLE THE HAWAII YACHT CLUB TO PUT A FIRST-CLASS REPRESENTATIVE IN THE TRANS-PACIFIC YACHT RACE



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